

Murray Calloway County Fair Demolition Derby Metric/Old Skool

(FRESH CLASS RULES) see bottom of rules for additional plates and wire for pre ran class.

ALL JUDGES DECISIONS ARE FINAL

Only 50% of your car can be painted black! NO ALL BLACK CARS!!!!

BRAND/Model specific RULES

Metric GM

YOU ARE ALLOWED A 6x22x1/4" THICK ARCH PLATE. MUST BE CENTERED ON THE HUMP AND ON THE WHEEL SIDE OF THE HUMP. DOES NOT HAVE TO BE CONTOURED TO FRAME CAN RUN STRAIGHT ACROSS.

Metric FORD/LINCOLN/MERCURY

YOU ARE ALLOWED TO TILT YOUR CARS AT THE CRUSH BOX BY CUTTING THE FLAPs, 8" MAX SPACER AT CORE SUPPORT

Metric MOPAR

YOU ARE ALLOWED A 7 LEAF SPRING PACK, 5 CLAMPS, 2" STAGGER ON SPRINGS. YOU MAY ALSO CHANGE YOUR 4 FRONT SUB/K FRAME BOLTS to 1" diameter

General Rules

1. ANY American made Passenger car or station wagon. (Metric cars are MOST 1977 & UP GM, 1979 & NEWER FORD, MERCURY, CHRYSLER AND 1980 AND NEWER LINCOLNS) IF YOU HAVE MODEL THAT IS IN QUESTION CALL, DO NOT ASSUME! No trucks, Imperials, jeeps, hearses, limousines.
2. Fresh Sedagons are NOT allowed.
3. All glass, side windows, rear windows, headlights and taillights, must be removed before reaching inspection. Rolling down windows is not permitted.
4. All interior seating,
5. Cars must have a seatbelt and working brakes. MANDATORY
6. Battery must be securely fastened and covered in passenger compartment. TWO
7. BATTERIES ARE ALLOWED.
8. Front Windshield Bar is MANDATORY and is limited to a 2" wide x 1/4" thick strap, chain, 9 wire loop, 2x2 angle. This can be attached to roof to each side of your distributor cut out area.
9. NO REAR WINDOW BAR

Body Mounts

(8 locations max can be modified from factory configuration details below.)

Your core support does NOT count as part of your 8... these are FREEBIES

1. You may add UPTO 4 body mounts.....keep reading
 - a. If you add 4 body mounts you may only change 4 more factory ones out
 - b. if you add 2 body mounts you may change 6.
 - c. if you don't want to add any.....you may change out 8
2. **** any other alterations to body mounts found will cause you to run with only the 8 allowed to be touched. You tamper with them, you lose them.
3. All body mounts you add or change must have a 1" spacer max diameter of 3"
4. Your added body mounts maybe welded to the side of the frame and can change direction, but you are limited to 4" of weld on the frame (continuous) no welding an inch skipping an inch etc. anything that is overhanging, pinching, clamping, or could reinforce the frame in anyway will be cut off.
5. Your locations in the trunk and core support can be replaced with upto 1" all thread and extend through the trunk, roof, deck lid or hood. This is a maximum of 4 spots with 1". You may use up to 4" hold down plates.
6. You get 3 (4" plates and 3 nuts to attach each piece of threaded rod) example when going through the trunk you may have a plate/nut on the bottom side of the frame, inside the trunk on top of the frame and a plate/nut on top side of the trunk. You may not have one on the bottom of the trunk to keep it from pushing down. Same with hood and roof areas.

7. The remaining spots that you choose not to extend through the hood, deck lid, roof, trunk area are to use 5/8" diameter bolts, factory size washers, 1" thick spacer between body and frame.
8. NONE of your body mounts may attach to the cage or any part of the cage.

Examples

New style vic

I pull the 4 out at the fire wall and put aftermarket ones in.
add 2 body bolts at the cross member
add 2 pieces of all thread in the trunk area to the side of the frame.
The rest of my mounts would be factory.

Box gm

I add body bolts above the humps (2)
run (2) all thread to the side of the frame (added).
And 2 more all thread through factory holes in the trunk.
I can now only change 2 more on the car.

What isn't allowed?

Changing 8 body bolts at factory locations and adding 4 more.
If this still doesn't make sense please let me know.

GAS TANKS AND FUEL PUMPS

1. Stock gas tank MUST be removed from original position, All tanks must have a secure cap. A marine tank or fuel cell is strongly recommended. All lines and fitting must be leak proof and meet approval of the track officials. Electric fuel pumps are allowed
2. All lines must be run inside car, not along the frame underneath.

RADIATOR AND CORE SUPPORT

1. Radiator must be in stock position
2. Any automotive type radiator can be used. Aluminum Radiators are LEGAL.
3. No homemade radiators allowed
4. No reserve tanks and no added cooling capacity.
5. One electric fan, mounted to the radiator, may be used.
6. DO NOT MOVE CORE SUPPORT
7. Factory condenser or 32" wide by 1/4" thick mesh radiator protector

BODY

1. No body seams may be welded. No metal may be added.
2. No doubling of body panels allowed, no added metal allowed.
3. BODY CREASING IS LIMITED TO REAR QUARTER PANELS AND TRUNK ONLY
4. Fenders may be bolted together. Max of 10- 3/8" BOLTS ABOVE THE FENDER WELL.
5. Doors may be chained, wired, or welded. on the car body. When welding doors 6in on 6in off all the way around
6. No creasing, welding, doubling of transmission tunnel... if you touch it you will cut it out

DRIVER SAFETY

1. Drivers Door can be welded SOLID and may have a door plate on outside
2. Passenger door must be welded 6 inches on 6 off. May have a door plate on the inside of door

SUSPENSION

1. A-Arms are allowed to be welded down by using 2 pieces of 2"x2" x 1/4" per arm (1 front & 1 Rear)
2. If you weld anywhere else on A-arm, or use bigger strap than allowed....you will cut it all off and run working suspension.
3. Spring spacers are allowed but nothing allowed above top of spring
4. Tie rods must have factory appearing ends, No heims! You may brace the center tube with angle or pipe. Aftermarket is fine but must have a factory type end!
5. Factory spindle swaps are ok, ford to Chevy etc. GM factory lift spindles are ok (No fabricated spindles)
6. You may Replacement ball joints, screw in or aftermarket are ok
7. You may change A-arms from new style to old style A-arms. Must bolt in factory
8. NO All-Thread Shocks
(rear suspension see Rear End section below)

HOODS

MUST BE OPEN AT INSPECTION!

1. Hoods must have two (2) holes, at least four (4) inches in diameter on each side of the carburetor. Not directly on top of the carburetor. If the hood is removed, either the fan or fan belt must be removed.
2. Hoods may be secured by 2 pieces of 1" all thread outboard the radiator. Cannot be sleeved. * Meaning spacer/square tube stops at bottom side of core support*
3. You are allowed 10 pieces of double stranded #9 wire across the front of car from bumper to hood/core support.
4. You may have up to 10 (3/8") bolts to hold the inner and outer hood skins together.
5. Hoods can be held shut with "one" of the following options,
 - A. (8) LOCATIONS 2" long pieces of 2" x 2" angle with a single 3/8" bolt thru them
 - B. (8) pieces of # 9 wire attaching hood to fender.
 - C. (8) Locations 3/4" diameter max bolts going through hood into inner fender with 2"x2" max washer

TRUNKS

1. You are allowed 10 pieces of double stranded #9 wire from bumper to bottom of trunk lip.
2. You can weld trunks 6 on 6 off like the doors with max 4" wide by 1/4 thick
3. You may crease the trunk and quarter panels, and rear pillar.
4. You can have up to 4- 1" pieces of threaded rod through your trunk, but this counts towards your body mount rule.

SAFETY CAGES

1. All cars must have a safety cage and roll over bar. (can be in the doors)
2. A 4-point cage is required
3. Cage can be made out of 4" pipe, 4" square tubing, or 6"x2" box tube MAX.
 - A. Your cage must have a dash bar (4" off firewall minimum)
 - B. Bar behind driver's seat
 - C. 2 side bars connecting your dash bar to your seat bar. (one per side) Cannot extend past wheel well tubs or firewall.
 - D. These are the minimum requirements; your cage is for your safety... not to strengthen the car. NO part of your cage can be a kicker to the frame or any driveline component. 4" gap required.
4. Roll over bar cannot be more than 6" behind driver's seat. Roll over bar can NOT attach to frame. Weld or Bolt it to sheet metal only. A 6" x 6" plate may be used in aiding it to be attached to floor sheet metal. Roll over bar can be bolted to roof
5. The cage can be welded to sheet metal only. You can have up to four (4) down posts, two (2) per side.
6. All down tubes must be at or behind the dash bar, straight up and down. Welded to sheet metal only.
7. Gas tank protectors are intended for protecting your fuel cell and nothing more.... If it reinforces your car you will be required to change it.
MUST BE A 4" GAP BETWEEN GAS TANK MOUNT AND PACKAGE TRAY and must be 1" off the floor.
8. You may weld or bolt your roll over bar to the roof in 3 places.

FRAMES

1. No welding, plating, or reinforcing of the frame.
2. All factory frame holes must be left open.
3. Any reinforcing of frame found will result in disqualification. NO Fixing Allowed... You Will Be LOADED!
4. Sub frame cars cannot be tied together. If you want to run a full frame car, buy a full frame car, don't build one.
5. CORE SUPPORT AND CORE SUPPORT MOUNTING TAB MUST REMAIN IN FACTORY LOCATION.
6. aftermarket steering columns are ok
7. Rear frame rails may not be shortened.
8. NO Frame shaping

BUMPERS

1. Bumpers maybe loaded. Everything inside factory envelope of the bumper.
2. Bumpers may be hardnosed or weld a factory shock to frame and bumper, If you slid the brackets back on the frame No welding on frame beyond the furthest factory attachment point on the frame. (not the furthest point on the bracket/shock) *NO WELDING Further than 6" BACK FROM BUMPERS
3. You may do the following to aid in keeping your bumpers attached
Weld 2 straps per frame horn from the bumper to the frame of the car no further than 6" back on to the frame. (maximum strap width is 3" and 1/4" thick.) Flat on the sides of the frame, this is to aid in keeping the bumpers on DO NOT ABUSE THIS.
4. Bumpers can be no higher than 26" from the ground to the top of the bumper or lower than 14" from the ground to the bottom of the bumper.

ENGINE AND TRANSMISSION

1. Any engine or transmission may be used in any car, but must be mounted within 6" of the original motor. Engine cannot protrude into the passenger compartment before the race.
2. ENGINE CRADLES ALLOWED (front plate and lower cradle)
3. No Mid Plates, No Halos behind carburetor, No Distributor Protectors, No Fabricated Fan Shrouds (mid plate- anything that is 1" bigger than your bellhousing and mounts between your motor and trans) BOP adapters are ok if they meet the size requirement of less than 1" above bell.
4. Aftermarket Motor Mounts are legal, NO Horizontal Bar Mounts Must have factory
 1. style rubber or poly mount
5. Transmission oil coolers and engine oil coolers are permitted..
6. Pulley protectors are allowed, but sway bar must be removed or not able to touch before or after race!!
7. Factory aluminum engine cradles in 2003 and newer cars may NOT be changed. No homemade cradles.
8. HOMEMADE Gas Pedals and Shifters Are allowed, but may not reinforce the car in anyway.
9. OEM cross member or 2x2 square tube.
10. May weld a piece of 3x3x6 angle to frame to aid in attaching cross member
11. Transmission modifications -Steel bells and steel tails are ok...but nothing connecting between. No brace, brackets, chains, wire, etc., etc. *Nothing* Must be able to see a visible gap on aftermarket bells and pans.

REAR END

1. Any automotive or aftermarket rear end
2. Slider drive shaft is permitted.
3. You may have five (5) spring clamps per spring. Maximum 1" wide 1/4 thick
4. ZTR style brackets are legal, but must use factory trailing arms to mount rear end. If bolted through
 2. package tray, sheet metal must be cut around washer. (so it isn't adding a body mount)
5. If you shorten the trailing arms. Minimum overlap and weld. No doubling or reinforced trailing arms.
6. You may chain or wire your axle to the frame hump. (2 CHAIN LINKS WELDED TO FRAME MAX) *NO OPENING CHAIN LINKS TO GAIN LENGTH*
7. Rear leaf springs must remain factory thickness and width per leaf
 - *you may have up to 8 springs with 2" stagger, no doubling main leaves.
 - *5 clamps total per pack (can be homemade 1" wide 1/4" strapping)
 - *1/2 diameter max u bolts, 4 total.
8. Coil springs maybe doubled or swap fronts to rear or vice versa.

TIRES

1. Any Tires black and round.
2. No wheel modifications on the outside of the wheel. When viewing from the stands it must appear as a stock wheel. All mods must be on the brake drum or axle side of the rim. I.E beadlocks or weld in centers
3. NO valve stem protectors. (drill it on back side of the rim)

Pre-Ran class additional rules.

1. You can have 6 fix it plates on pre ran cars 4"x4"-1/4"
2. Fresh cars running a pre ran rules class. You get 4 fix it plates 4"x4"-1/4"
3. You can have 4 locations of #9 wire from the cage to the frame
4. You get 10 locations of wire from sheet metal to sheet metal.
5. Any other repairs must be approved by the inspection tech group.

If it doesn't say you can do it, don't assume that you can.

ASK first or don't do it!

Everybody needs to read and re-read these rules.

If you are found to be over built for these rules, you will be given 2 options.

A. CUT OR REMOVE ILLEGAL PARTS.

B. LOAD ON TRAILER AND GO HOME.

Either way you will NOT RECEIVE A REFUND.

For Questions or more information contact

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